

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

**Commission d'experts techniques
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Committee of Technical Experts**

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Work programme of the Committee of Technical Experts for 2012 and 2013

(for discussion)

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1. Background

Three of the 47 OTIF Member States (Armenia became the 47th Member State on 1 July 2011) have not yet ratified COTIF 1999 (Ireland, Italy and Sweden). The membership of two MS has been suspended.

Following notification on 21 December 2009 (circular A 55-24/508.2009) the amended COTIF Appendices F (APTU) and G (ATMF) entered into force on 1 December 2010. The aim of the amendments was to ensure compatibility between the OTIF regulations and the EU Railway Interoperability and Safety regulations and to enable the European Union (EU) to accede to COTIF 1999 as a regional economic integration organisation (Article 38 of COTIF) and to enable the declarations according to Article 42 not to apply COTIF 1999 Appendices E (CUI), F and G, made by OTIF EU Member States and Norway, to be withdrawn.

The accession of the EU to COTIF 1999 was the main item at the 10th General Assembly on 22 and 23 June 2011. The accession agreement was signed on 23 June 2011. It entered into force on 1 July 2011.

At present 22 Member States have in place valid declarations according to Article 42 - most of the OTIF EU MS that have ratified COTIF 1999, Norway and the Russian Federation.

Following the accession of the EU to COTIF 1999, it is expected that the declarations made by the EU OTIF MS and Norway will be revoked. Finland withdrew its declaration on 1 July 2011, Denmark on 7 July 2011.

It is expected that other OTIF EU Member States, e.g. Slovenia, will withdraw their declarations according to Article 42 before the 4th session of the Committee of Technical Experts (CTE)..

At the 3rd session of the (CTE) held in Berne on 11 and 12 February 2009, the following APTU Annexes (now renamed Uniform Technical Prescriptions - UTPs) were adopted:

1. Annex 1A Essential requirements,
2. Annex 1B Subsystems,
3. Annex 1C Technical file,
4. Annex 1F Assessing Entity – Qualifications and Independence

and

5. OTIF Register system – Rolling Stock: National Vehicle Register.

After notification to the OTIF MS on 27 February 2009 (circular A 92-03/501.2009), these Annexes entered into force on 1 August 2009.

The Contracting States were required to have their National Vehicle Registers (NVR) operational by 1 August 2010 at the latest. The OTIF Secretariat offered to host the NVR for non-EU OTIF MS that have a limited number of vehicles to register. At present one Contracting State has an operational NVR; the NVR is under development in five Contracting States.

Implementation of the NVR in the EU OTIF MS is an ongoing process, which is being administered by the European Railway Agency (ERA). The deadline for all EU NVRs to be connected to VVR is 31 December 2011.

2. Status of the EU Railway Interoperability Regulations

The Interoperability Directive 2008/57/EC, replacing Directive 96/48/EC on the interoperability of the high speed trans-European rail system and Directive 2001/16/EC on the interoperability of the conventional trans-European rail system, both amended by Directive 2004/50/EC, has been in force since 17 June 2008. Annex VII to the Interoperability Directive was amended by Commission Directive 2009/131/EC and Annexes II, V and VI were amended by Commission Directive 2011/18/EU.

The Safety Directive 2004/49/EC has been in force since 21 June 2004. It was amended by Directive 2008/110/EC of 16 December 2008.

The following TSIs are in force:

For high speed

1. Control/Command & Signalling - CCS
2. Infrastructure
3. Energy
4. Rolling Stock and
5. Operation¹

For conventional rail:

1. Telematic Applications for Freight services – TAF
2. Rolling Stock – Noise
3. Control/Command & Signalling – CCS
4. Rolling Stock – Freight Wagons
5. Traffic Operation & Management

6. Amended Rolling Stock – Freight Wagons and Operation
7. Energy
8. Infrastructure
9. Locomotives & traction units and Passenger carriages
10. Telematic Applications for Passengers

and for both High Speed and Conventional Rail:

1. Safety in Railway Tunnels and
2. Persons with Reduced Mobility

For TSIs which entered into force after 1 January 2011

1. Revised modules of assessment

The following TSIs are at a late stage of development and are expected to be adopted during 2011:

1. Rolling Stock – Freight wagons (revised)

Closure of open points, merging of HS and CR TSIs and extension of the scope is underway in the following TSIs:

1. Infrastructure
2. Energy
3. Rolling Stock
4. Noise

As the HS & CR TSIs are being merged, the OTIF Secretariat has not prepared the High Speed TSI for adoption as an OTIF regulation.

3. Layout of the APTU Annexes/UTPs

For the APTU Annexes/UTPs, a two-column format was adopted. Identical/equivalent provisions are shown across the whole page width (both columns), whereas specific COTIF regulations are shown in the left-hand column, with the corresponding EC regulations (TSI and/or other) shown in the right-hand column. Thus both sets of regulations can be read in one document.

For the non-EU OTIF MS the texts across the whole page width and the texts in the left-hand column are binding. The text in the right-hand column is for information purposes only.

¹ TSI Maintenance to be withdrawn

4. Work to be done

4.1 Regulations to be adopted by the CTE sessions

At the 9th session of WG TECH (Berne, 18 and 19 November 2009), the following list of the Uniform Technical Prescriptions was agreed:

No.	Name	UTP title	remark
1A	GEN-A	Essential requirements	Adopted 12 February 2009 (3 rd CTE)
1B	GEN-B	Subsystems	
1C	GEN-C	Technical File (including parts concerning Maintenance File)	
1E	GEN-E	Assessing Entity - Qualifications and Independence	
1D	GEN-D	Assessment Procedures (Modules)	Adopted 14 September 2011 (4 th CTE)
1F	GEN-F	Definition of the OTIF Rail System	
No.		UTP title	remark
2	WAG	Rolling Stock – Freight Wagons	Adopted 14 September 2011 (4 th CTE)
3	LOC & PAS	Locomotives and Passenger Rolling Stock	
4	NOI	Rolling Stock – Noise	Adopted 14 September 2011 (4 th CTE)
5	OPE	Traffic Operation & Management	
6	INF	Infrastructure	
7	ENE	Energy	
8	CCS	Control/Command & Signalling	
9	TAF	Telematic Applications for Freight Services	
10	TAP	Telematic Applications for Passenger Services	
11	SRT	Safety in Railway Tunnels	
12	PRM	Persons with Reduced Mobility	
13	ORM	Other Railway material	

At the same session a list of other regulations was agreed, as follows:

No.	Title
1	Certificate models (Certificate of Operation and Design Type Certificate)
2	ECM Certification
2.1	ECM Coding/Marking
3	1520 mm network
4	Certification of workshops
5	Derogations
6	NVR follow up and type register

No.	Title
7	VKM update
8	CSM on risk assessment (for discussion)
9	Form of other certificates

As a first priority, the OTIF Secretariat prepared the UTP Freight wagons based on the TSI Freight wagons in force in 2009 (amended by Decision 2009/107/EC). When preparing the UTP Freight wagons the Secretariat will also consider whether to include (temporarily) the relevant freight wagon part of TSI Operation and management and TSI Control Command and Signalling. UTP Rolling Stock – Noise has been prepared, to be adopted together with UTP Freight wagons at the 4th session of the Committee of Technical Experts in September 2011 after discussions at the sessions of the standing working group WG TECH during 2010 and 2011 and the workshop on UTP Freight wagons and UTP Noise on 26 and 27 May 2010.

The 4th session of CTE (September 2011) is expected to adopt:

1. amended UTP GEN-B: Definition of Subsystems, amendment due to the amendment to the Directive
2. UTP GEN-D: Assessment procedures (modules)
3. UTP WAG: Rolling Stock – Freight Wagons
4. UTP NOI: Rolling Stock – Noise
5. ATMF Annex A: OTIF rules for certification and auditing of Entity in Charge of Maintenance
6. Certification models (Certificate of Operation and Design Type Certificate)
7. Amendment of A 94-20/1.2009 (National Vehicle Register) including the solution for the case of Norway and Liechtenstein.

UTP GEN-F: Definition of the OTIF Rail System was not deemed to be a main priority for the 4th session of CTE.

The main priority for the work of the standing working group WG TECH after the 4th session of CTE will consist of a package containing the following six items:

- UTP LOC & PAS Locomotives and Passenger Rolling Stock,
- UTP Infrastructure, UTP Energy and UTP Control/Command & Signalling
- CSM on risk assessment.

4.2 Registers

The VKM register (Vehicle Keeper Marking) is already being developed (in cooperation with ERA). Cooperation with OSJD will be strengthened after this was approved by the XXVth Conference of the Directors General of the OSJD railways.

National Vehicle Registers (NVR) should have been in operation by 1 August 2010.

The following registers are planned for the OTIF area:

- Register of national technical rules according to Article 12 ATMF,
- Design Type Register according to Article 13 ATMF,
- Register of competent authorities (according to Article 5 ATMF),
- Register concerning Coding of Vehicles,
- Registers arising from the EU regulations (Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008): Register of Infrastructure, European register of authorised types of vehicles.

4.3 Consultation of the non-EU OTIF Member States concerning draft TSIs

In the context of the consultation procedure in the EU the OTIF non-EU Member States were consulted on TSI Infrastructure, TSI Energy and TSI Rolling Stock - Locomotives and Passenger carriages. After the workshop in June 2009 and based on comments from non-EU OTIF Member States and general remarks from the Secretariat, the OTIF Secretariat sent a consolidated version to DG MOVE, with a copy to ERA.

Due to the lack of resources in the Technology section in the OTIF Secretariat, the consultation on the draft TSI Operation and management (merged) and TSI Freight wagons revised was carried out during May and June 2011 using the written procedure.

It is anticipated that such a procedure will also be used in future for new or revised TSIs.

4.4 Other OTIF documents

Equivalence table

Map of interoperable lines in the OTIF area.

4.5 APTU and ATMF revision

When transposing the TSI to UTP, changes required in the prevailing regulations (APTU and ATMF) were made. These changes will be analysed and prepared by WG TECH for approval by the next CTE and adoption at the next session of the Revision Committee.

5. OTIF Technical Meetings

As a rule, one session of the Committee of Technical Experts (CTE) will be held each year. The next sessions of CTE are planned as follows:

- 5th session on 12 and 13 September 2012,
- 6th session on 11 and 12 September 2013.

To prepare the CTE session, at least three sessions of the standing working group WG TECH will be held, with the option of a fourth session, if necessary.

For preparing documents for adoption at the 5th session of CTE the priorities should be set from the package identified in Chapter 4.1.

To prepare the 5th session of the CTE, the following sessions of the standing working group WG TECH are anticipated:

- 15th session mid November 2011,
- 16th session at the beginning of March 2012,
- 17th session beginning of May 2012,
- 18th session (optional) late June 2012.

The proper time for fixing the priorities and dates for the standing working group WG TECH between the 5th and 6th sessions of CTE will be when the 5th session of CTE is being prepared.

Once every year the OTIF Secretariat will organise a workshop/seminar on technical issues. The next one is planned for May 2012 and will cover experiences in applying the adopted UTPs and development of the NVR.